

Sample Cost Comparison: Selected Rear Wheel Treads

| CASING SIZE | NEW | | RETREAD | | POTENTIAL SAVINGS |
|-------------|--------------------|-------|----------------------|-------|-----------------------------|
| LT235/85R16 | Michelin LTX M/S | \$128 | Bandag ATR LT | \$68 | \$5 - \$60 7 - 47% |
| | Cooper Discover LT | \$73 | | | |
| 11R22.5 | Michelin XDHT | \$321 | Bandag Ultra Drive | \$117 | \$76 - \$204 39 - 64% |
| | General D460 | \$193 | | | |
| 11R24.5 | Michelin XDHT | \$347 | Bandag Ultra Drive | \$121 | \$86 - \$226 42 - 65% |
| | General D460 | \$207 | | | |
| 1000R20 | Michelin XML S4 | \$292 | Bandag Torque Master | \$111 | \$80 - \$181 42 - 62% |
| | General Ameri Lug | \$191 | | | |

**For illustrative purposes only. Please refer to contractors for catalogs with current prices*

RETREAD

Where does rubber on the road come from?

The rubber pieces you see on the road come from both new and retread tires, and are virtually never related to whether a tire is a retread or not.

The Tire Debris Task Force, a group representing the trucking companies, trucking and tire industry associations and retreading and new tire companies analyzed 1,070 pieces of tread from the roads of nine states. Only 1% of these pieces were attributed to retread failure. Most of the rubber, which came from both new and retread tires, was caused by nail punctures, under-inflation, overloading, mismatching of tires on dual wheel positions and other improper maintenance practices.

Are retreads really as safe as new tires?

Yes. The specifications for retreads offered under the Massachusetts state contract require that they comply with the US Department of Transportation (DOT) Federal Motor Vehicle Safety Standards (FMVSS) for new tires. DOT statistics show that tire-related accidents happen largely due to under-inflation and tire abuse – not due to the use of retreads.

Can you use retreads on steer axles?

The Federal Motor Carrier Safety Regulations prohibit the use of retreads on the steer axles of buses. There are no restrictions on the use of retread tires on steer axles of other vehicles. Carriers with developed tire management programs, such as United Parcel, use them on the front axles of their trucks. While retreads are just as safe as new tires if maintained properly, the industry advice is nevertheless to put new tires on front axles of all vehicles and then retread them and “work them back” towards the rear axles of the vehicle.

Are there driving conditions under which retread tires should not be driven?

No. Retreads can be driven wherever comparable new tires can be driven.

FAQs

How long will they last?

With proper maintenance and care, retread tires will provide the same amount of mileage as comparable new tires.

Are the retreads of high quality?

Yes. All retreads manufactured on statewide contract have to comply with the US Department of Transportation Federal Motor Vehicle Safety Standards for new tires. The manufacturers are required to comply with the latest retreading industry standards. Both contractors exceed these standards in a number of ways, for example, by using electronic and holographic equipment to test tire casings to decide whether a casing is in good enough condition to be retread.

How is the quality ensured?

The quality of retreads manufactured under the state contract is ensured through:

- **Independent tire tests.** Retreads for trucks and buses have been tested by the Cooperative Tire Qualification Program (CTQP), a special federal tire quality assurance program for new and retread tires. This program places the tires on the Cooperative Approve Tire List (CATL) for US government purchase of tires.
- **Independent facility certification.** In addition, the same federal program administers annual retread facility inspection and certification.
- **Bandag corporate certification.** Both contractors are using the patented Bandag retread process. In order to be a certified dealer, contractors undergo an annual facility inspection and certification by Bandag, Inc. No alteration of the retreading process is allowed without the company's consent. The state will also be notified of any such changes.

Can retread tires be driven at highway speeds?

Yes. Retreads can be driven at the same legal speeds as comparable new tires with no loss in safety or comfort.